AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (**Currently amended**) A device for 2D topographic map display for aircraft, said device comprising:

means for extracting a map from a topographic database, ~~a map~~ said map being formed from [[the]] a projection on [[the]] a horizontal ~~of a stack of~~ terrain strata of [[the]] a region overflown, corresponding to terrain sections with a mainly horizontal profile,

wherein the terrain sections with the mainly horizontal profile are referenced with respect to ~~an absolute altitude~~ a safety altitude MSA_{EDGE} that is greater than that of [[the]] a highest surrounding relief~~, which absolute altitude is termed the safety altitude MSA_{EDGE} (24)~~.

2. (**Currently amended**) The device as claimed in claim 1, wherein, when the topographic map is extracted from [[a]] the topographic database storing the altitudes of a mesh of points of a zone of [[the]] a terrestrial surface enclosing the region overflown, the safety altitude MSA_{EDGE} is deduced from [[the]] minimum local safety altitudes assigned to the points of the mesh of the topographic database.

3. (**Currently amended**) The device as claimed in claim 2, wherein the safety altitude MSA_{EDGE} is deduced from the minimum local safety altitudes assigned to the points of the mesh of the topographic database belonging, in the region overflown, to ~~a so-called~~ an emergency descent zone, related to [[the]] a current position of the aircraft, and containing probable trajectories predicted for an aircraft following a maximum imposed descent slope FPA_{EDGE}.

4. (**Currently amended**) The device as claimed in claim 3, wherein [[the]] a value of the safety altitude MSA_{EDGE} is extracted from [[the]] distribution, as a function of their values, of the minimum local safety altitudes assigned to the points of the mesh of the topographic database belonging, in the region overflown, to [[the]] an emergency descent zone and corresponds to the maximum value MAS_{EDGE}value of the minimum local safety altitudes appearing in this distribution after clipping of a certain percentage N_{EDGE}% of the largest values of minimum local altitudes that it contains.

5. (**Currently amended**) The device as claimed in claim 1, wherein the terrain strata represented ~~(81, 82, 83)~~ correspond to said terrain sections along horizontal profiles.

6. (**Currently amended**) The device as claimed in claim 1, wherein, when the aircraft is at an altitude greater than the safety altitude MSA_{EDGE} with respect to which the terrain strata represented are referenced, the terrain strata represented correspond to the terrain sections along mainly horizontal elbowed profiles reducing, by vertical translation, to a broken line starting with a first straight line segment with negative slope angle going from [[the]] a current position of the aircraft up to [[the]] a level of the safety altitude MSA_{EDGE} and continuing as a second horizontal straight line segment.

7. (**Currently amended**) The device as claimed in claim 6, wherein the negative slope angle of the first straight line segment is taken equal to the most negative slope angle FPA_{EDGE} from among [[the]] an angle of the current slope followed by the aircraft, [[the]] a maximum descent slope angle permitted for the aircraft and [[the]] an arc tangent of [[the]] a ratio between [[the]] a ground speed of the aircraft and a maximum descent speed permitted for the aircraft.

8. (Previously Presented) The device as claimed in claim 1, wherein when the aircraft is below the safety altitude MSA_{EDGE} with respect to which the terrain strata represented are referenced, the terrain strata represented correspond to horizontal sections.

9. (**Currently amended**) The device as claimed in claim 1, wherein [[the]] colors and/or textures associated with [[the]] levels of the terrain strata in [[a]] the map displayed correspond to the same risk scale as that associated with [[the]] colors and/or textures of a visual alarm map originating from a ground proximity warning system.

10. (**Currently amended**): The device as claimed in claim 1, wherein [[the]] colors associated with the terrain strata represented, situated below [[the]] an altitude of the aircraft ~~(71, 72, 73)~~, belong to [[the]] a green interval.

11. (**Currently amended**): The device as claimed in claim 1, wherein [[the]] colors associated with the terrain strata represented, situated at levels close to [[the]] a current altitude of the aircraft, belong to [[the]] a yellow interval.

12. (**Currently amended**): The device as claimed in claim 1, wherein [[the]] color associated with the terrain strata represented, situated above [[the]] an altitude of the aircraft is red.

13. (**Currently amended**): The device as claimed in claim 1, wherein, when the aircraft is equipped with a ground proximity warning system producing visual alarm maps pinpointing threatening reliefs or obstacles on the ground, [[the]] colors and/or textures associated with [[the]] levels of the terrain strata represented in a relief map displayed by said device comply with the same risk scale as those of the visual alarm maps and ~~in that it~~ the topographic map display comprises a superposition circuit superimposing the visual alarm maps on the map of the relief which appears as background around threatening reliefs and obstacles on the ground.

14. (Previously Presented): The device as claimed in claim 1, wherein when the aircraft is equipped with a ground proximity warning system producing visual alert and alarm maps pinpointing threatening reliefs and obstacles on the ground and distinguishing them by different colors and/or textures as a function of the short-or medium-term character of the

threat that they pose, the color and/or texture associated, in an alarm and alert map, with a relief or obstacle on the ground giving rise to a short-term threat are borrowed for a terrain stratum level represented situated at an altitude greater than that of the aircraft and the color and/or the texture associated with a relief or an obstacle on the ground giving rise to a medium-term threat are borrowed for a terrain stratum level represented situated at the altitude of the aircraft.